

which reliance is had, in the calculation here made of the cost of the works yet to be let.

The next position above Opecon, hitherto recommended for the dam and feeder of the canal and approved by the Engineer charged with its selection, is at the mouth of Licking creek, sixteen miles and a half above Williamsport. Preparatory to letting out this feeder, and the fourteen miles of canal immediately below it, the Engineer has been instructed to ascend to that point, and to pursue the location, thence, as low down the river, at least, as Williamsport; it being the intention of the Board to proceed with the construction of the canal as far below this feeder as the present stock, and all other resources of the Company, may enable them to extend it.

It is obvious, that, to ascend with the construction of the canal, from the dam near Opecon, which is thirty-two miles, below the feeder, just described, would expose the Company to a loss, similar to that which has occurred upon the twenty-six miles next above Seneca and below the Point of Rocks, of awaiting for the use of any part whatever, till the feeder can be reached, on which reliance is had for an adequate supply of water to the whole line.

By descending, with the water of a feeder, the canal constructed in its vicinity may be brought into use before the part below it has been finished.

In this case, the great elevation of the dam near Opecon, will cause the back water of the Potomac to extend several miles above the high cliffs of rock, near Galloway's mill; and, should the funds of the Company not suffice, without further augmentation, to reach this still water, yet the part of the canal, which they will certainly suffice to construct in connection with the dam and feeder at Licking creek, will not only enable the Company to comply with the requisitions of their charter, but the canal boats, with full cargoes, to reach the still water, above the feeder near Opecon. It will also facilitate the extension of the canal toward this feeder, from time to time, as the difficult work at the heavy cliffs, above Galloway's mill, and the resources of the Company, may permit.

Along these cliffs, which continue for about three miles in succession, General Bernard and the United States' Board of Internal Improvements, with a view to economy, recommended the use of the natural bed of the river, with a tow-path along its precipitous shore.

The two civil Engineers, Messrs. Geddes and Roberts, whose survey and examination of the river immediately followed, advised the substitution of a canal, for a tow path and river navigation along these cliffs. A decision upon these different recommendations may be deferred for a short time, it is believed, with safety; and should the continuous canal be hereafter preferred, as the Board are inclined to believe, facilities for its construction, at a reduced price, will be afforded, by the intermediate completion of the connected lines above and below this formidable obstruction.

Another benefit is anticipated from the immediate construction of the dam at the mouth of Licking creek. It is here that the canal